

COMMON SENSE SOLUTION OF RAILWAY MAIL SERVICE

Atlanta, Ga., Aug. 13.—Railroad officials in this territory have heard a great sign of relief upon the adoption by Congress, at last, of a common sense solution of the perennial controversy over railway mail pay by empowering the Interstate Commerce Commission to investigate all plans and fix proper and just compensation for all service required by the Post Office Department, whether same be on basis of weight or space or combination of weight and space or even upon a partnership percentage of the Express Companies in the United States.

This final solution seems to be a most happy one, for both the Post Office Department and the railroads are expressing great satisfaction over the outcome of years of agitation; the Department feels it has won a great victory because the new law specifically provides for a practical test of the space basis in such territory as may be selected for the purpose, while the Railroads profess entire willingness to have the space plan, or any other basis, tried out, because they stay the new law, unlike previous proposals of the Department, does not leave the rates of pay in the hands of the Department, subject to unjust manipulations, but makes it the duty of a disinterested tribunal to fix fair and just compensation for whatever service is required by the Department.

Heretofore the method of carrying the mails by railroad and the compensation has been prescribed by Congress, and in voluminous and much detailed "regulations" issued from time to time by the Post Office Department. All this has been abolished by the new law, which contains the following, among other provisions:

"The Interstate Commerce Commission is hereby empowered and directed as soon as practicable to fix and determine from time to time the fair and reasonable rates and compensation for the transportation of mail matter by railway common carriers and the service connected therewith, by a basis of space, or both, or otherwise, and to publish the same, and others so made and published shall continue in force until changed by the Commission after due notice and hearing."

After prescribing in detail the procedure for hearings by the Commission between the various railroad companies and the Post Office Department, the law then provides:

"At the conclusion of the hearing, the Commission shall establish by order a fair, reasonable rate or compensation to be received at such stated times as may be named in the order, for the transportation of mail matter and the service connected therewith, and during the continuance of the order, the Postmaster-General shall pay the carrier from the appropriation herein made such rate or compensation."

"Either the Postmaster-General or any such carrier may at any time after the lapse of six months from the entry of the order assailed apply for a re-examination, and thereupon substantially similar proceedings shall be had with respect to the rate or rates for service covered by said application, provided said carrier or carriers have an interest therein."

"For the purpose of this section the Interstate Commerce Commission is hereby vested with all the powers it is now authorized by law to exercise in the investigation and ascertainment of the justness and reasonableness of freight, passenger and express rates to be paid by private shippers."

The law contains the following clause:

"Pending the decision of the Interstate Commerce Commission, as hereinafter provided for, the existing method and rates of railway mail shall remain in effect."

It then provides that "in order to properly present to the Commission" the questions referred to, the Commission itself may approve of certain tests or experiments being made upon selected mail routes or railroad systems, for the purpose of furnishing information to the Commission regarding the best methods, whether of "weight, or space, or otherwise" that it should adopt. The Commission may finally decide upon the partnership plan for division of the earnings, such as is now universal between the railroads and express companies, and as been in force for many years upon English railroads in fixing their pay for carrying parcel post. In England a railroad company receives fifty-five per cent of the postage receipts of the government as its compensation for the transportation of parcel post matter. The express companies in

England pay the railroads from forty to fifty per cent of their receipts for the service rendered in transporting the parcels. It will be seen that a revolution has, by the Commonsense amendment, been accomplished regarding the transportation of the mails over the railroads of the country.

The outstanding fact is that the subject has been taken out of politics and confided to the exclusive control of the Commission, its jurisdiction being as complete as it now exercises over express business and rates.

This is a logical position, because, with the enormous growth in parcel post, the government is now engaged in active competition with the railroads over their own roads in the carriage of all freight that can be put up into fifty-pound packages, and before the passage of this law the shipper, that is the government, fixed the rates upon its own shipments.

The determination of express rates and methods by the Commission has, on the whole, been acceptable to the public and the express companies, and there is every reason to expect satisfactory results from their control of the rates and methods for the railroad transportation of the mails.

NEW BANK BOARD READY FOR WORK

Made Chairman of Body to Administer Rural Credits Scheme for the United States.

Washington, Aug. 7.—Organization of the new farm loan board which is to administer the new rural credits system was perfected here today with the induction into office of its four appointive members, the designation by President Wilson of an executive head and the selection of a secretary. The board will meet again tomorrow to consider how it may best obtain information on how it may divide the country into 12 land bank districts with a federal land bank in each.

President Wilson named George W. Norris as farm loan commissioner, or executive head of the board. The oath of office was administered to Mr. Norris and C. E. Lobdell, Herbert Quick and W. S. A. Smith, the other appointive members, in the office of Secretary McAdoo, who is ex-officio chairman. Mr. McAdoo pointed out that the farm loan act was the first legislation to provide financial aid for farmers on long time and easy terms enacted since the foundation of the government and declared it meant more prosperity for the farmer.

At a short session afterward W. W. Flanagan of Montclair, N. J., was chosen secretary of the board.

Afterward the board went over the applications and recommendations of 49 cities for federal land banks. The board probably will go West through Northern States and return through the South on its trip across the continent.

MAYR'S WONDERFUL REMEDY FOR STOMACH TROUBLE ONE DOSE WILL CONVINCE

Stomach and Intestines, Auto-Intoxication, Yellow Jaundice, Appendicitis and other fatal ailments result from Stomach Trouble. Thousands of Stomach Sufferers owe their complete recovery to Mayr's Wonderful Remedy. Unlike any other for Stomach Ailments. For sale by Gilder & Weeks and druggists everywhere.

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Just issued, tells all about
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Alfalfa and all
Grass and Clover
Seeds for Fall Planting.

Wood's Fall Seed Catalog also gives full and complete information about

Vegetable Seeds

that can be planted to advantage and profit in the late Summer and Fall. It is altogether the most useful and valuable Fall Seed Catalog issued.

Mailed free to Gardeners, Market Growers and Farmers on request. Write for it.

T. W. WOOD & SONS,
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To Drive Out Malaria
And Build Up The System
Take the Old Standard GROVE'S TASTELESS CHILL TONIC. You know what you are taking, as the formula is printed on every label, showing it is Quinine and Iron in a tasteless form. The Quinine drives out malaria, the Iron builds up the system. 50 cents

TOILET STALKS PAPER MATERIAL

Berlin considers it of great value to United States, which needs more pulp.

Berlin, July 29.—(Correspondence of the Associated Press).—The royal material office at Gross Lichterfelde, a suburb of Berlin, announces the interesting discovery that paper can be manufactured from cotton stalks. The discovery is not considered of much importance for Germany, which produces no cotton but is pointed to as of vast importance to the United States, the greatest producer of cotton in the world, because of the shortage of paper material in that country.

The discovery was made, it is stated, by a German institution while carrying out a commission from an Egyptian firm, given before the war. A shipment of stalks from Egypt was used for the experiment.

The stalks were cut and ground, boiled and bleached, and the paper making then proceeded after the usual methods.

Now APPENDICITIS
CAN BE PREVENTED

Newberry people should know that a few doses of simple buckthorn bark, glycerine, etc., as mixed in Adler-i-ka, often relieve or prevent appendicitis. This simple mixture removes such surprising foul matter that ONE SPOONFUL relieves almost ANY CASE constipation, sour stomach or gas. A short treatment helps chronic stomach trouble. Adler-i-ka has easiest and most thorough action of anything we ever sold. Gilder & Weeks, druggists.

State of South Carolina,
Court of Common Pleas.

Bank of Pomaria,
Plaintiff,

Against
G. W. Kinard, Frankie A. Kinard, W. B. Boinest, D. A. Ruff, W. P. Counts, Emma A. Baker, The Farmers Bank and The Southern Cotton Oil Company,

Defendants.

Pursuant to an order of court in the above entitled action, I will sell to the highest bidder at public auction, before the courthouse door of Newberry, S. C., within the legal hours of sale, on sale day in September, 1916, the same being the 4 day of said month; All that lot of land in the Town of Prosperity, county of Newberry, State of South Carolina, with the buildings thereon, containing fourteen hundred and forty-four square feet, more or less, bounded by lots of W. A. Moseley, The Peoples National Bank of Prosperity, by Elm street and by the public square of said town, said lot being the property of the said Frankie A. Kinard.

Also that lot, piece or parcel of land in said town of Prosperity, county and state aforesaid, containing one acre, more or less, bounded by lands of A. P. Dominick, E. O. Counts and Mrs. Sallie Cook, the same being the property of the said Geo. W. Kinard, having been conveyed to him by Frances W. Kinard, by deed dated the 18th day of May, 1904, and of record in the office of the clerk of court for said county in Deed Book

page , it being where the said Geo. W. Kinard now resides.

Terms of sale: One-half of the purchase money to be paid in cash, the balance in twelve months, the credit portion to be secured by bond of the purchaser and mortgage of the premises sold; the buildings thereon to be insured for their insurable value and the policy assigned to the Master as addition collateral; said credit portion to bear interest from the day of sale at the rate of eight per cent per annum until paid in full, payable annually, said bond and mortgage to provide for ten per cent attorney's fee in case of collection by suit or by an attorney; the purchaser to be allowed to anticipate payment of all or any part of the credit portion at any time. (The lots will be sold separately. The successful bidder on each lot, as an evidence of good faith, will be required to deposit with the Master fifty dollars, or a certified check for said amount, and will be required to comply with the terms of sale within ten days from day of sale; in case he fails to do so, the Master will resell the said premises on the following sale day at the risk of the former purchaser. The purchaser will be required to pay for papers and revenue stamps.

H. H. Rikard,
Master.

August 7, 1916.

The Quinine That Does Not Affect The Head

Because of its tonic and laxative effect, LAXATIVE BROMO QUININE is better than ordinary Quinine and does not cause nervousness or headache. Beware of cheap imitations.

For the Quinine That Does Not Affect The Head, see the Quinine That Does Not Affect The Head.

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SOUTHERN RAILWAY RAILROAD FLOOD SUFFERS

Washington, D. C., August 1.—Notwithstanding its own losses from the recent floods in North Carolina and with the desire to see the entire fund contributed by citizens go to relieving actual necessities in the storm-stricken district of Western North Carolina.

THE HERALD AND NEWS ONE
YEAR FOR ONLY \$1.50.

Washington, D. C., August 1.—Notwithstanding its own losses from the recent floods in North Carolina and with the desire to see the entire fund contributed by citizens go to relieving actual necessities in the storm-stricken district of Western North Carolina.

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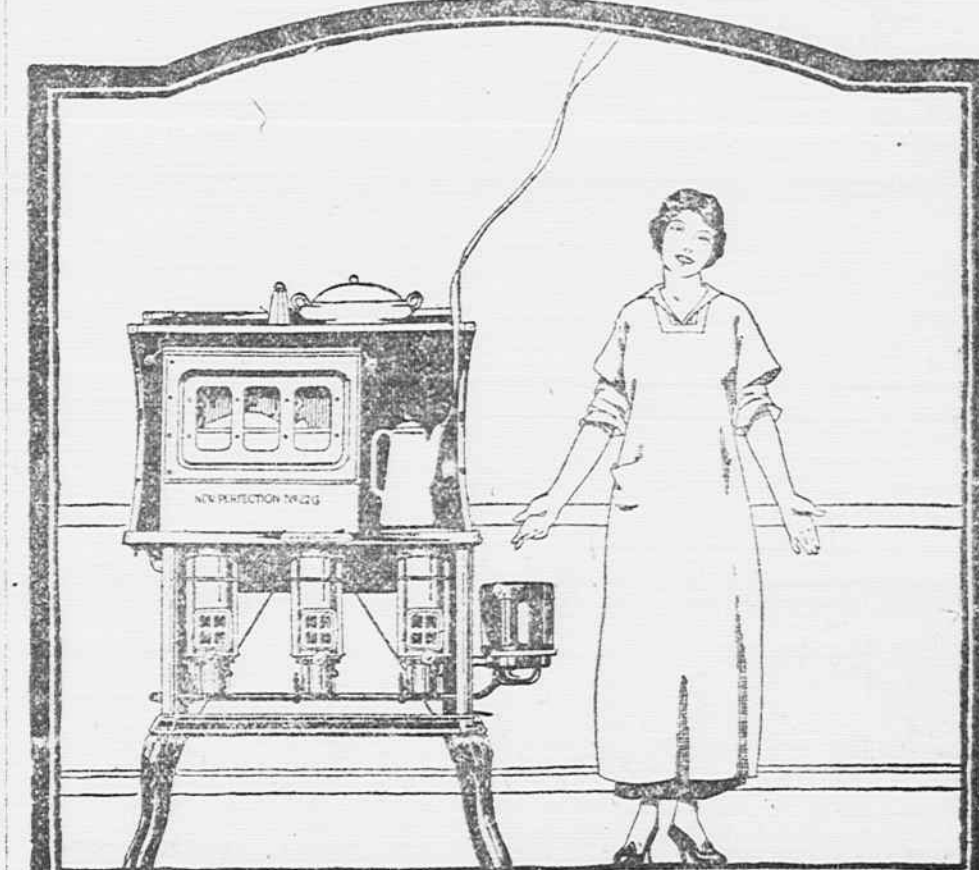
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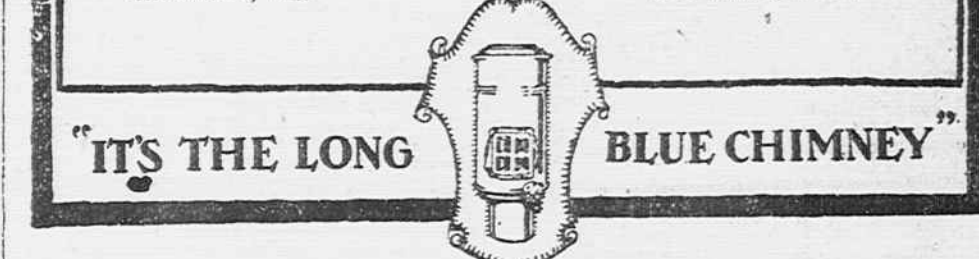
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